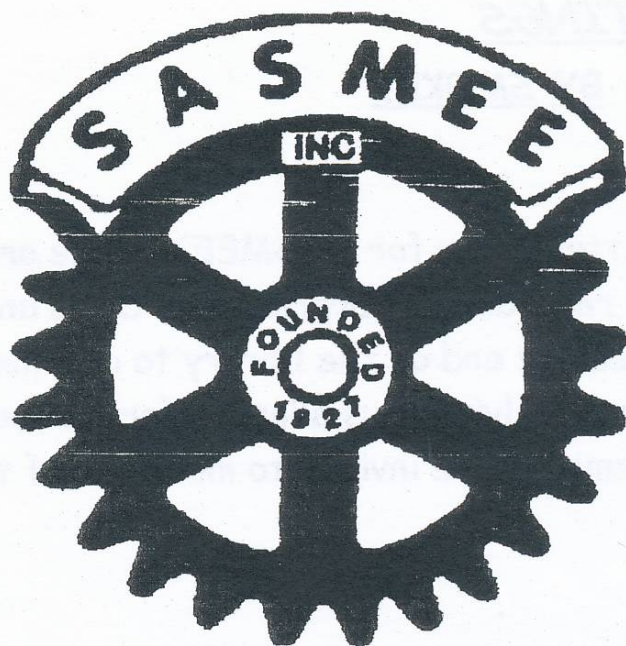




S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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1927 ~ 2005

THE OFFICIAL JOURNAL OF

**THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

June 2005

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CLUB JOTTINGS

BY SMOKEY

LIBRARY

In order to better cater for SASMEE's large array of books, magazines and references, librarians Bill Coles and Jack Davey have rearranged one end of the library to accommodate fabricated steel shelving thus allowing for further expansion. Once again, members are invited to make use of this excellent facility.

FLAGPOLE

Of recent times our resident flagman, David Hawkins, reported difficulty in raising the Australian flag on P.F. days.

Examination showed that the stainless steel halyard sustained damage by rubbing against the cross tree near the top of the tree. To rectify the problem, firstly, a new stainless steel halyard was purchased from Quinn Marine at Pt Adelaide.

Secondly, the pole was lowered to the ground and the cross tree removed and rewelded to the rear of the pole, thus allowing an unimpeded operation of the halyard. The flags were flying again faultlessly, on the Saturday PFD 19/2/05. David is now happy!!!

SUMMER RUNNING FEB. 2005.

The Saturday PFD 19/2/05 was a busy and pleasant day, a mild 23 degrees, but O' boy what a turnout of motive power --- 15 locos!!! The 5'g turntable was abuzz with 11 locos whilst the 71/4"g could only boast 4 locos.

It was welcome back to the boat pond for Norm Kernick after an absence due to heart surgery.

SASMEE PARK STATION

Station attendants Micheal Tingay and Ainsley Cuthbertson were kept busy dispatching the following trains:-

4-6-0 Black 5 #5073

Alan Wallace.

4-6-0 3cly Frelance

Glen Templeman.

2-8-0	Nigel Gresley #457	Rodney Harris.
4-4-0	Virginia #5491	Brad Cottle.
0-6-0+0-6-0	Kitson Meyer #34	Graeme Driscoll.
2-8-2	K27 #453 D&RGW	Peter Hoy.
0-4-0	Green Saddletank	Malcolm Ambler.
4-6-4[3.5"g]	SAR "F" CLASS	David Naeser.
-----	Steeplecab Electric	John Lewis.
	004 Jack shunter	John Monte.
-----	SAR 930 class D/E	David Hawkins.

MILLSWOOD STATION

Alex Mitropoulos and Ian Thomas dispatched the following:-

0-6-0	Jinty	Len Redway.
0-4-0	Dolgoch #2	Barry Dunstan.
0-6-0	Simplex	Bert Francis.
0-6-0	Hunslet shunter [pet.]	Andrew Thomas.

Two things of note were, firstly, Andrew Thomas gained his competency certificate which gives us another driver, --- congratulations Andrew, secondly, a warm welcome was given to Peter Hoy who gave his "MUDHEN" its first pulic run. This magnificent loco looked quite at home pounding the tracks with its two heavyweaight cars fully loaded. [see further report in this issue]

NEW MEMBERS

Unfortunately, since the last Bulletin there have not been any new members.

LOCOMOTIVE SALES

This heading is almost becoming a regular feature in the club magazine.

John Lewis is now the proud owner of a 7 1/4"g Simplex, named "SIMPLEX", recently purchased from Bert Francis.

Technical details of this loco were given in the SASMEE Bulletin, March 2004.

John is presently rebuilding his trailer in order to transport the loco to and from the club, and no doubt he is eager to get on the track and become familiar.

PETER HOYE'S "MUDHEN"

The K-27 class locomotive of the Denver and Rio Grande Western earned the ungainly nick-name of Mudhens. However, this did not deter Peter from producing a 5" g model weighting in at a whopping 300kg over a period of 10 years. The model would not look out of place on 7 1/4" g.

Here are some interesting details:-

Wheel arrangement--2-8-2 Mikado type.

Width--16 1/2" Height-- 20" Length--8' 3"

Cyl [2] --2 5/16" Stroke--1 1/2"

Driving wheel diam.---5 1/2" Walscharts gear.

Boiler [copper]-- Diam. 8" Boiler pressure 100psi.

Superheaterflues--4off x 1 1/8" Tubes--19off x 5/8"

Grate Area---70 square inches.

Combustion chamber with 6 Galloway tubes.

Livery--Black with silver smoke box.

ERRATA

In answer to quiz, last Bulletin. The SAR 'Red Devil' of course was a wheel configuration of 4-8-4 and not 4-6-2.

An avid reader spotted the mistake which proves that articles receive a keen eye!

Apologies from Smokey.

AUTUMN RUNNING --- MARCH 2005

Well the good days just keep on coming and the PFD on Sunday, March 6th was no exception with a very acceptable temperature of 21 degrees, 7 birthday parties and hordes of people.

Again, very noticeable was the acceptance by the public of "appropriate" footwear requirements. We had plenty of motive power onhand, although initially the 5" g circuit looked like being abandoned for the day due to a large tree branch falling during the night and blocking the track. Thanks to Bryan Homann for bringing his chain-saw, thus enabling us to clear things up in time for the 2pm opening.

The steamhouse was a bit light -on for staff, however John Bell

offered to help Bob Scanlon which enabled this section to operate as usual. The steam house represents a unique part in South Australian history as nowhere else in Adelaide can the public view this type of machinery working under steam.

SASMEE PARK STATION

Ainsley Cuthbertson and Michael Tingay handled the following trains:-

2-8-0	Nigel Gresley #456	Brian Homann.
2-8-2	D&RGW Mudhen #453	Peter Hoyer.
0-6-0+0-6-0	Kitson Meyer #34	Graeme Driscoll.
-----	SAR 930 class D/E	David Hawkins.
-----	SteepleCab Electric.	Ian Clark.
4-6-0 [3.5" g]	Doris	Alan Wallace.
4-6-4 [3.5" g]	SAR "F" class	David Naeser.

MILLSWOOD STATION

Station was manned by Alex Mitropoulos and Graham Richards.

4-6-2	Southern #1401	Glen Templeman.
0-4-0	Dolgoch #2	Craig Dunstan.
4-6-0	WAGR B class Karalee	Les Smith.
0-6-0	Simplex	Bert Francis.

Due to a stuck whistle valve [hastily repaired!] Barry Dunstan's Dolgoch did not enter traffic until 3pm, during which time Glen Templeman in Bob Nash's Southern hooked on an extra 2 carriages making 4 in all, for a total of 30 passengers.

The boat pond, again looking good, played host to craft operated by Bob Smith, Dean Deguisto, Scott Baily and Mary and Gerry Turner.

MEMBER MOVING INTERSTATE

After becoming a regular runner with his 3 1/2" g South African Railways 4-6-4 "F" class, we are about to lose David Naeser.

Due to work commitments David is shifting to Western Australia. David says he will miss the camaraderie experienced at SASMEE, however we feel sure that his loco will find a home in sand groper country. Best of luck for the future David.

ENTERTAINMENT

The March meeting was well entertained by member Ian Thomas who gave a well informed slide show, on DVD, of his recent Business trips to Japan and Taiwan to purchase modern sophisticated machinery for his engineering company. Dinki-Di Engineering, at Lonsdale. Comment on Assembly and storage between the the two contries. Workshops in Japan were glistening and tidy, whereas Taiwan was the opposite.

The April meeting was the old fashioned and very popular slide show admirably presented by John Gordon. Memories of the 60`s and 70`s were relived with excellent viewings of the "Webb" big power, Willunga freights and the last runs of the mighty "500" class. Great stuff.

The may meeting was entertained, for some ninety minutes, by John Levers on Steel boiler Maintainance and preservation.

[.Editors note Copies of John`s talk are available by contacting Bill Coles.]

CLUB OUTING -- 15Th MARCH 2005

The organised club outing for 2005 was a visit to the National Railway Museum at Port Adelaide and was well attended by at least 38 persons. We were allowed to wander, at will, among the exhibits which have been presented in immaculate condition.

With the availability of triple gauge points [ex Gladstone in the mid North] museum staff are able to re-arrange rolling stock on three different gauges viz. 5'3", 4'8 1/2" and 3'6". If need be the main pavillion had been partly cleared in anticipation of a wedding reception later in the week for some 80 guests.

Although SASMEE made a donation covering admittance costs the NRM deserve a vote of thanks for agreeing to our request for a visit.

AUTUMN RUNNING -- MARCH 2005

The public field day on Saturday 19th March was a welcome lay back sort of a day with more than adequate power to handle the mediocre crowd, notwithstanding 4 birthday parties.

We put all this down to the fact that with a fine day of 28 degrees a lot of people would have opted to attend the Clipsal 500 and all of the exciting events that were taking place. Although we could not see anything we could hear the roar of the FA18 "HORNET" jet plane and the Roulettes passed above us, must have been a spectacle on the track [our that is] the following locos turned up to help out on the day.

SASMEE PARK STATION

The station was manned by Michael Tingay. The following locos were in work:-

4-6-0	LNER B1 #1088	Terry Trezise.
2-8-2	D&RDW Mudhen #453	Peter Hoyer.
2-8-0	Nigel Gresley #456	Bryan Homann.
4-6-0	Black Five #5073	Alan Wallace.
-----	Steeplecab Elec.	Ian Clark.

MILLSWOOD STATION

Alex Mitropoulos and Matt Atkins dispatched the following:-

0-4-0	Jens #1938	Bill Coles.
0-4-0	Dolgoch #2	Barry Dustan.
0-6-0	Simplex	Bert Francis.
-----	Shay #12	Graeme Driscoll.

Boating on the pond were operated by Bob Smith, Dean Deguisto, Mary and Gerry Turner and Norm Kernick [minus his hydroplane]. A full compliment of Colin Cook, Bob Scanlon, Ralph Ollerenshaw and John Weidenhofer operated the steam house, whilst Marg. Lewis, Jean Clark and Dawn Schaefer had a fairly easy time looking after the canteen. All in all, a very pleasant day.

AUTUMN RUNNING -- APRIL 2005

The PFD on Sunday 3rd of April was notable for a couple of reasons. Firstly the day, of a mild 22 degrees, followed two preceeding days of 35 degrees, in fact April 1st was the hottest April 1st on record. Secondly, a new 5" g model hit the tracks for the first time completely taking everyone by surprise.

Michael Moyse turned up with a finely scaled model of an American "Bud" railcar. Words cannot describe this magnificent monument to modelling, thanks in no small manner to electronic technology.

The model sports a sound system which equates to higher motor revs as speed increases, authentic sounding horns, bells, directional lighting, unit operable from either end, mini deep cycle batteries giving a running time of some 25 hours plus many other features. Hopefully some photos and other relevant details including technical data will be included in a future issue of the Bulletin.

SASMEE PARK STATION

David James dispatched the following:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
2-8-0 Nigel Gresley #456	Brian Homann.
0-6-0+0-6-0 Kitson Meyer #34	Graeme Driscoll.
----- Shunter 005 Jack	John Monte.
----- Steeplecab Elec.	Ian Clark.
----- Bud Railcar	Michael Moyse.
----- Heisler	Michael Tingay.

MILLSWOOD STATION

Alex Mitropoulos was in charge of the following:-

0-6-0 Jinty	Len Redway.
0-4-0 Dolgoch #2	Craig dunstan.
0-4-2 SAR V class #9	John Daly.
0-6-0 Rob Roy	Alan Sambrooks.

The canteen duties were handled by Jean Clark, Marg. Lewis and Margaret Sambrooks.

Things were kept on the boil in the boiler house by Ralph Ollerenshaw, Bob Scanlon and John Weidenhofer.

The boat pond was a bit light with only Norm Kernick and Bill Weste in attendance.

SICK LIST

Member Alan Brabham continues to recover following operative treatment on his back in January. Purchase of an exercise bike

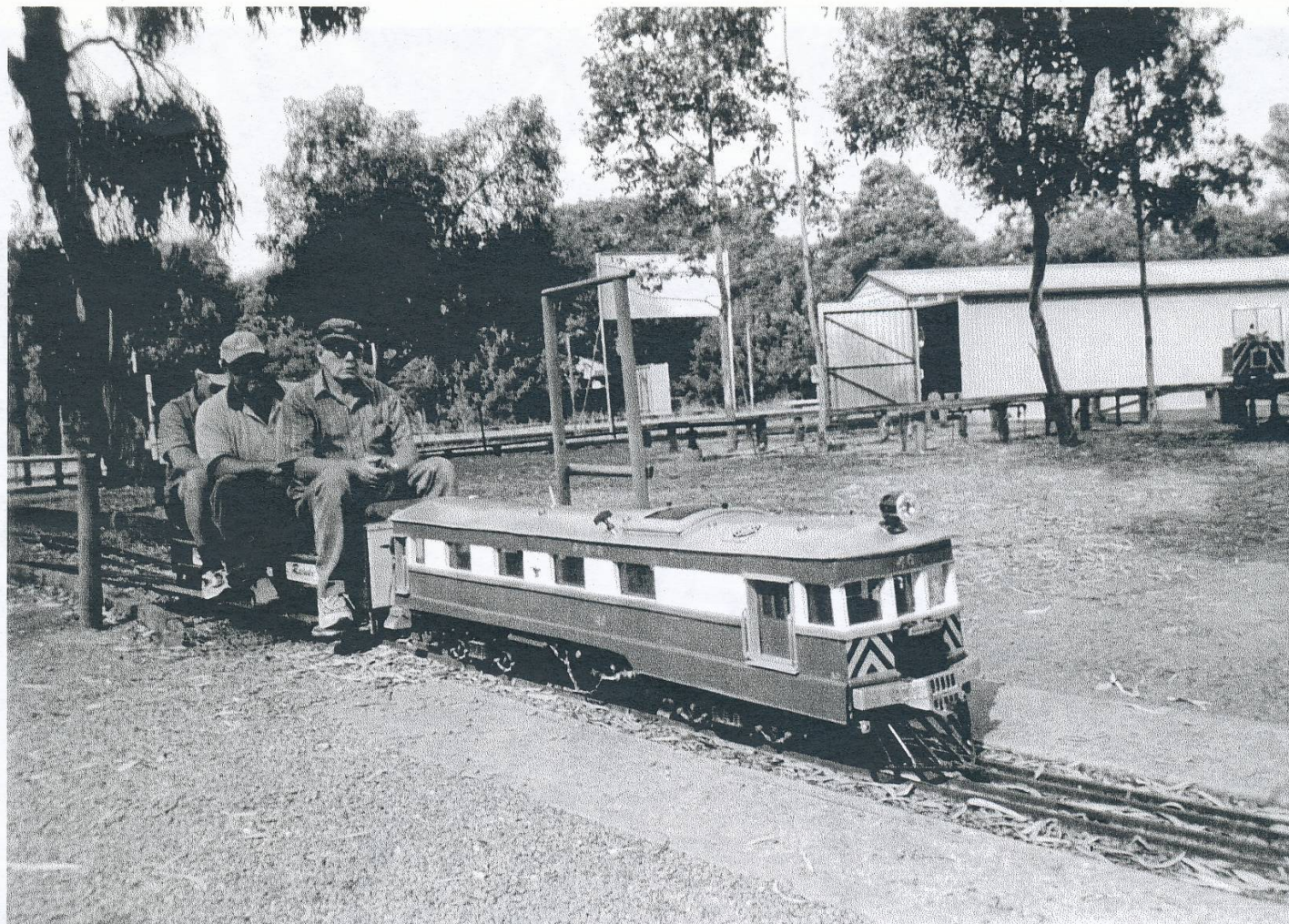


PHOTO 1

PHOTO 2



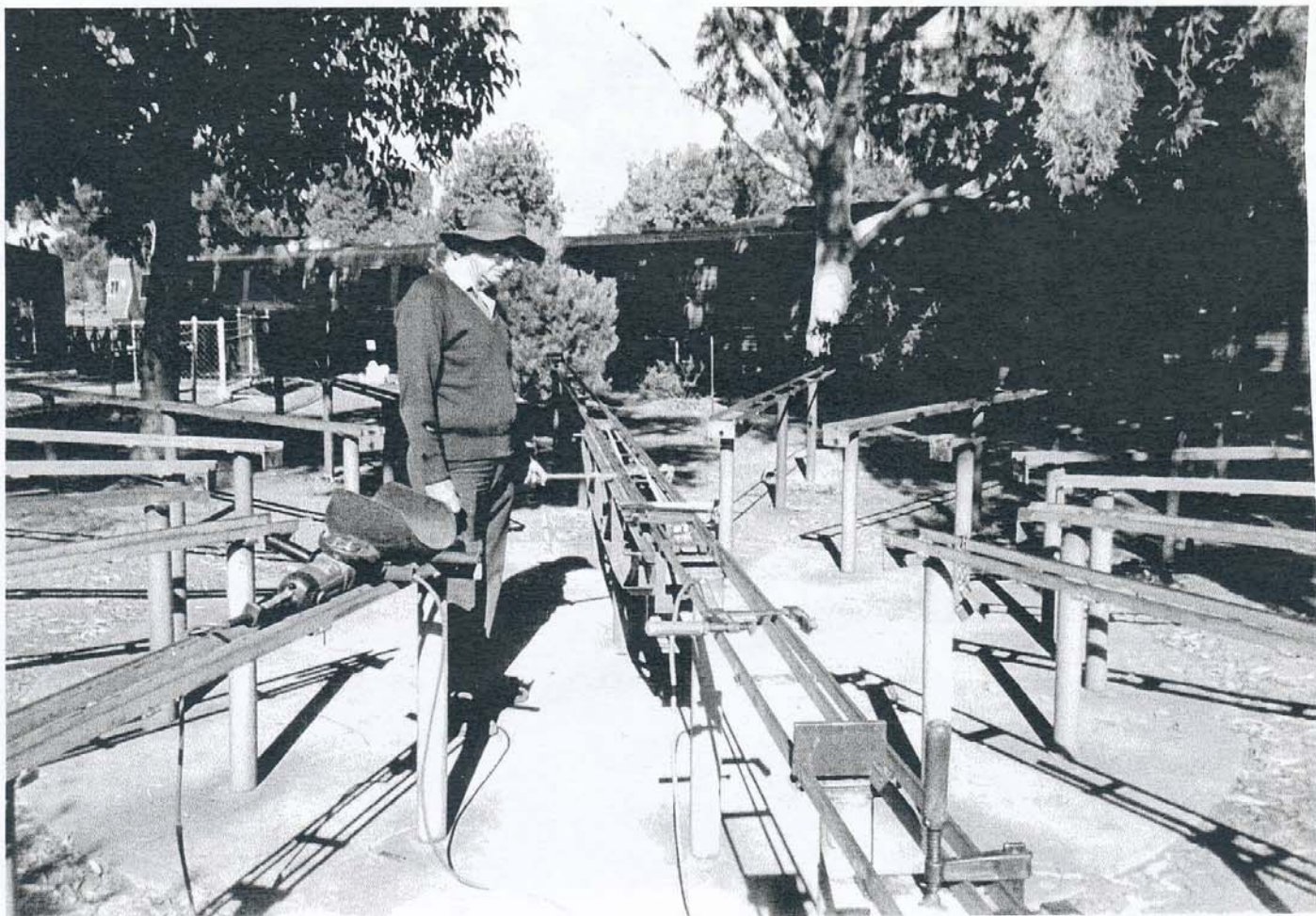


PHOTO 3

PHOTO 4





PHOTO 5

PHOTO 6





PHOTO 7

PHOTO 8



is enabling Alan to strengthen his muscles. However recovery was anticipated to take some 6 months.

Member Michael Tarry, who had heart surgery in late February has been advised that the replaced valve is not working correctly and that further operative treatment is necessary to renew the faulty valve. Although urgent this cannot be done until Michael's body is in the correct mode, in the meantime he has to take things very easy.

WEATHER VANE

On a high pole adjacent to the boat pond and almost out of sight in tree branches has stood an ornate weather vane, long seized up by the ravages of time.

This forgotten piece of SASMEE history was "discovered" by Ralph Ollerenshaw who thought it should be rescued, renovated and displayed in a prominent area where it could be viewed and appreciated by the public.

After some considerable time and effort Ralph has completely restored the weather vane, including a new roller bearing, and has installed same atop a pole outside the steam house entrance. To see the brightly shining cups spinning around with the vane pointing to the wind direction, marked by N.S.E. or W is a fine tribute to Ralph's skills and the restoration. Good one, Ralph.

AUTUMN RUNNING APRIL 2005

In spite of a gross error by the "Advertiser" publishing the wrong date, the PFD on Saturday 16th April was considered fair as far as attendances are concerned. The weather was nice and mild with 21 degrees and sunny. Of noteworthy importance was the fact that exactly 40 years ago [17th April 1965] SASMEE Park Station and the associated track corridor was opened by President Murray Mitchell and secretary Clary Burden. Also officiating was Con Schaumloffel of the South Australian Railways. The club has certainly changed a lot in 40 years.

SASMEE PARK STATION

The station attendants were David Hawkins and Matt Atkins.

2-8-0	Nigel Gresley #456	Brian Homann.
4-6-0	LNER B1 #1088	Terry Trezise.
4-6-0	3 Cly. Freelance	Glen Templeman.
4-6-0	Black Five #5073	Alan Wallace.
-----	Steeple Cab	Ian Clark.

MILLSWOOD STATION

The station attendants were Alex Mitropoulos and Alan Brabham.

0-4-0	Dolgoch #2	Barry Dunstan.
0-4-2	Talylllyn #2	Bert Francis.
4-6-2	Green Pacific #8443	Ian Thomas.
4-6-0	Black Five	Rodney Harris.
-----	Shay #12	Graeme Driscoll.

A good display of boats were operated with Norm Kernick making up for lost time by giving the hydroplane 2 runs around the usual time of 3pm. Things were kept on the boil in the steamhouse by John Weidenhoffer, Bob Scanlon and Colin Cook, however, Ralph Ollerenshaw was absent and so was sounding of the steam whistle. Who Forgot?!!!

The canteen was ably staffed by Marg. Lewis, Jean and Sue Clark with Kristine and Janelle Templeman.

Alan Brabham was welcomed back after several weeks on the sick list.

5"6 ROLLING STOCK SHED.

The General Meeting on 12 April 2005 unanimously agreed to the supply and construction of a new rolling stock shed for 5 inch gauge equipment. The site is in an area opposite the workshop and is readily accessible to the road leading down from the turntable. The area will allow for easy make up of trains prior to entering traffic and will completely eliminate the zig-zagging movements from the 7 1/4" g area. It is anticipated that eventually this new yard will afford an interest for the members who enjoy a degree of shunting and making up trains.

The position of the rolling stock shed and yard will allow expansion of the trackage in the future.

Work commenced in earnest on Wednesday 27th April with the removal of excess earth at the shed site. Some new services will have to be added and some others resited, however, this is no great problem.

The 5" g man line will be slightly re-aligned and some fencing removed completely and other fencing repositioned. Work on the main line was completed on Wednesday 18th May, well in time for the PFD on the following Saturday.

When the shed is completed the 7 1/4" g shed will have an additional 2 roads plus a mezzanine with the removal of 5" g rolling stock.

GIRDER BRIDGE

This structure which carries the 7 1/4" and 5" g perway is some 28 years old and has seen the passage of thousands of trains.

The timber walkway on the 7 1/4" g was original, however due to the fact that it was ageing it was decided to renew the complete length. This job, often in a crouching position, was ably completed by Alex Mitropolous and Jack Davey.

Many thanks chaps.

5" GAUGE LIFTER.

The club thanks Peter Hoyer for being instrumental in obtaining, at a good price, a lifting device from his place of employment. It is anticipated that this device will eventually be transformed into a loco lifter to supplement the 5" g turntable which has recently undergone a makeover thanks to Bryan Homann and Lindsay Hope.

CONCRETE PADS

In order to afford more stability the coal bunker and the 7 1/4" g lifter were each given substantial concrete pads in front thereof thus allowing a much safer approach for vehicles.

STEAM HOUSE

The #1 engine in the steam house, along with the associated boiler, was retrieved by the late John Welch and set up in an operating condition in the mid 1980's. The engine is used for pumping water into the boiler and is fitted with a forged crank shaft, rather unique.

From the start a problem has existed with a corroded piston rod which only got worse as the years went by. No amount of packing could prevent excess steam leakage. Ralph Ollerenshaw and John Weidenhofer spent considerable time in freeing the piston and rod from the cylinder and parting the piston from the rod. The piston rod has now been hard chromed, reassembled and is sure to give many years of trouble free service.

Well done chaps.

MOTOR INSPECTION CAR

In January 2005 Barry Dunstan completed his "Plaything", a motor inspection car [MIC] loosely based on those used by the South Australian Railways in both broad and narrow gauges. Most were powered by Fairmont motors however a couple of 7 1/4" derivatives have names that play on the original.

Barry Dunstan's version called a 'Flairmont' was inspired by Barry Walding's [Penfield Club] version was called a "Fearmont".

Details:-

Frame -- 1" square tube.

Body -- Plywood.

Lighting & Horn -- 12 volt Gelcel Battery.

Wheels [4] -- 5" diam.

Drive -- Chains & Sprockets.

Motor -- 43cc 2 stroke 10,000rpm.

Clutch -- Centrifical

Service Speed -- 10 -- 15 kph.

Maximum Speed -- Untried but who knows !!!!!

SOME SASMEE HISTORY

November 18th 1950

The SASMEE President and Secretary received an invitation to a garden party at Government house.

January 9th 1951

The late Harold Clisby gave a talk and demonstration on his home made movie projector and also an act on his banjo.

August 1970

Among the show of work models were the following,
Morrie Turner's SAR "520" Class loco -- unfinished.
Chas Hill's "Jubilee" loco,
Ralph Skewe's SAR "F" Class loco chassis.

RAILWAY QUIZ

Q. --- In what year were the "WEBB" engines introduced to South Australia ?.

Answer in the next Bulletin.

Answer to the Quiz --- Last Bulletin.

Q. --- What is a radial axle box?.

A. --- In layman's it is basically a curved device under the front or rear of a loco which allows a single axle, in its associated box, to slide through a radius totally unlike a single or trailing truck which partially rotates on a pivot.

OTHER THINGS ----- THE EDITOR

We were a bit light on for locos on the 5"g track on the Sunday field day 5th June. Come 20pm and we were in dead trouble as a certain NSW 433 Class D/E was found to have no power to the traction wheels. A lot of relay clicking. I passed the owner driver who was NOT HAPPY!! Much muttering about some highly

technical electrical fault. Some time during the afternoon I noticed above loco Amblering along, making good time with passengers and asked him that he had no doubt fixed above complex technical problem.

Reply was that he found out he had not switched on the circuit to the traction motors. [some suggestion from his wife that he should go back and just check again to make sure he hadn't missed anything, ----- like the obvious!]

There is some useful lengths and sizes of copper tube suitable for low pressure boilers [due to thickness] to be found in the shed adjacent to the SASMEE workshop. A small cost is asked which is well below market value [marked on the item.] Proceeds shared between John Levers and the club.

If you are looking for grinding wheels [industrial shapes, sizes and grades] you might try Abrasive Products Ltd. 47 Glenroy St Athol Park. 8447 1644. usual disclaimer.

Make sure you keep your Imperial and Metric screwed shank milling cutters separate, especially the 1/4" and 6mm shanks. The 6mm shank will screw very nicely into the Imperial thread. Imperial pitch of thread. -- 0.05000" -- Diam 0.250" nom. Metric pitch of thread. --- 0.04921" --- Diam. 0.2362" nom. I'll guarantee the Clarkson type holder will not effectively hold the metric cutter in a imperial collet under cutting conditions.

The Australian Woodwork Show is at the Wayville Show Grounds on July 30th and 31st 2005. I have found in past years this event to be an excellent source of ground sections of High Speed Steel. They are usually 6 to 8" long and range from 1/8" square up to 1/2". There is also a range of sections. I would think that the market is aimed at the wood worker making their own chisels? However, I don't know the source of the product [Chinese?] but the prices are right and it keeps its edge.

PHOTO GALLERY.

Photo 1 Club playnight 11/1/05 --- 7 1/4" g SAR Brill
visiting from Clare Valley Railway.

Photo 2 Club playnight 11/1/05 --- 7 1/4" g AN CLP D/E
visiting from Clare valley Railway.

Photo 3 Lindsey hope contemplating what to do next on
the 5" g turntable. Wed, 16/2/05.

Photo 4 Alex mitropoulos working on the flag pole.
Cross tree yet to be affixed. Wed. 16/2/05.

Photo 5 Barry Dunstan`s version of an SAR motor
inspection car -- "Fairmont" Wed. 12/1/05

Photo 6 Side view of MIC #6

Photo 7 Ground level view of 5" & 3 1/2" g slotted
sleeper track leading into SASMEE Park Stn.
Note:- tags welded to 3 1/2" G rail and Tek
screwed to sleepers. This to prevent rarely used
3 1/2" g rail from working loose.

Photo 8 Stalwarts Jack Davey and Alex Mitropoulos
commence re-timbering on the 7 1/4" g side of
the girder bridge.

Photos 1-- 8 by Barry Dunstan.

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2004----- 2005

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